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Continued from Page 15

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This operation is being carried out by the barge "Fame" and will now continue into February.
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OFFICIAL NOTICE

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OIL FIRMS TOLD TO 'PAY-UP'

OIL COMPANIES have been told to pay-up for disturbing fishing grounds by the chairman of the Herring Industry Board, Dr. W. J. Lyon Dean.

Speaking in Bristol on Tuesday — the eve of the Sea's Festival Night — Dr. Lyon Dean said that farmers had been paid compensation for pipes being rooted through arable land.

Fishing is a much smaller industry than agriculture and it has already sustained damage. It would continue to suffer with the exploration of oil around Britain's coast becoming considerably greater.

"It is useless to pretend that there is no crisis in the fishing industry and by that I mean the whole industry — catchers, big vessels and small boats, processors, fishermen, fish fries, and, of course, the housewives who buy and cook the fish."

"Only by a new community fisheries policy — a complete and co-ordinated programme instead of the 'ad hoc' policy which has been going on for the past few years — will it be possible to give short-term protection to all concerned."

"But in addition, the new Community fisheries policy must also ensure the future development of this century's old food production industry with all that means in Great Britain."

"In any such proposals the safeguarding of the coastal inshore industry must be dominant."

"As I am speaking in a farming area where much fish meal is used for stock feeding, I must make some reference to the production of fish meal by one of our community partners, Denmark. "It is now wholeheartedly

accepted that the unchecked fishing of any species, young and old fish, with 14mm. nets — like the mesh of a ladies' silk stocking — has been the principal cause of the dangerously low stocks of fish in the North Sea. And I, amongst others, have called for this slaughter of the invertebrates to be halted.

"A purely negative policy — i.e. the banning of all industrial fishing — is a negative approach and a last resort approach. It has had to be done for herring."

"Industrial fishing can be provided with a role, but before this can happen it must be hedged round by the safeguards such as the British purse seine, the larger mesh nets, and the net limitation, under so that the damage which industrial fishing undoubtedly does may be brought within reasonable and acceptable limits."

"In the meantime, much more study is necessary by fishery biologists and fishery economists in determining the effects, good or bad, of taking any fish such as sandeels from the North Sea — sandeels which are the food fish of fish species such as cod."

"The European seas must be further examined so that the areas, seasons and depths of waters in which industrial fishing may be carried out with safety can be decided and then, and only then, may we have an industrial fishery in which the United Kingdom will take part; but will be a fishery which does not cause unacceptable damage to the premium food species of fish."

Part of the deal — Boston seiner *Falkenberg*.

known — he is a very popular figure."

He went to sea at 15 in steam drifters and later qualified for his skipper's ticket. During the last war he was skipper of minesweepers and convoy escort vessels.

He was unable to resume his sea career owing to war injuries. When he was discharged in 1947, he joined the Boston Co. at Lowestoft.

He will continue to do part-time work with the company and his son, Paul, is skipper of the Boston stern trawler *Boston Sea King*.

Mr. Prior said: "What he doesn't know about the fishing industry is not worth

The big one
~Forester's
£740,000



SEINER FLEET LEAVING HULL

ANOTHER MAJOR blow for Hull has come with the news that the port is to lose the whole of its seine net fleet. The Grimsby firm, Consolidated Fisheries is negotiating for the 10 seiners owned by the Boston Group. The deal — worth £1m — is expected to be tied up by today (Friday).

Boston's deputy-chairman, Mr. Neil Parkes said the move was being planned because of the critical situation Hull was running into as a fish port. "There was an increasing burden of costs at the port and on an example, Mr. Parkes said that he had seen from £7 to £12 a ton."

Mr. Parkes added that it would be difficult to see how the seiner move would offset the full market. At present it represents around five per

cent of fresh fish landings at the port, but with distant water landings falling so rapidly, percentages are a bit meaningless, he added.

Non-going jobs are expected to be protected as it is understood that most of the crews would transfer to Grimsby.

The bid by Consolidated Fisheries comes as something of a surprise. Through its subsidiary — Consolidated Seiners — the firm operates

eight seiners from Grimsby and manages four others. Managing director, Mr. Nigel Marsden said that there was a rosy future at Grimsby for this type of vessel. He hinted that his firm would also be acquiring more seiners in the future.

Boston has operated seiners from Hull for the past 20 years.

It is understood that Consolidated will be selling some of its trawlers.

You read it here first...

THE NATIONAL press was falling over itself last week... trying to catch up with Fishing News.

The story of the Russian factory ship operation off Cornwall was the focus of Fleet Street attention — which had all been published in Fishing News seven weeks earlier.

Another late-runner, BBC's 'Tonight' programme did manage to get a team aboard an East European factory ship on Monday — but they were upstaged. Fishing News editor Harry Barrett and photographer Herbie Nutt had been there before them — this time by eight weeks.

Every minnow has its day!

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COMMENT

LOOKING FOR SCAPEGOATS

RATHER BELATEDLY, the national press and television poked up on the East European factory ship operation off Cornwall last week. This once again brought into sharp focus the subject of the mackerel stocks in the south-west.

Generally, it was viewed as a straight commercial venture and not a back-door method of getting British fish. It was of course inevitable that local interests would try to pin the problems of the fishery on the East Europeans, who are working with boats from the North.

It seems somebody is always being made the scapegoat for the long-held belief that fish off the south-west is for local fishermen only. What seems to have been forgotten is that quite a number of south-west boats are themselves engaged in supplying the foreign factory ships.

Not many years ago, the enemy as far as Cornish fishermen were concerned, were their counterparts from Devon. When a Brixham skipper brought his boat on the grounds to painstakingly develop the single boat mid-water trawl for mackerel, it was made clear he wasn't welcome. At one stage he thought it would be too 'uncomfortable' to put into a Cornish port.

One wonders just how badly off the local boats are? Over recent weeks there have been reports of many 30 ft. line boats having a bonanza on the mackerel. No doubt there are others that are not, but this has always been the way of fishing.

Our fleet is a big and varied one hut, it is no real answer to put one section out of business to satisfy the demands of another. The aim should be for a balanced fishery which takes into account all types of craft.

The growth of technology in fishing has been geared to the fact that men are not pinned down into a small stretch of water off their coast. This development has gone so far that it would be regressive to throw it all away.

The sense of this should be well understood in the south-west. After all, it was boats from this area which first sailed North before the turn of the century to establish the Dogger Bank fishery. This is how fishing has always been with men learning to progress from each other.

The truth of the situation came from the skipper of a Russian factory ship who was asked if he thought the mackerel stocks were being damaged.

He was being diplomatic when he quietly pointed out that Russian ships do not fish in British waters. What he was really saying was that if the stocks are overfished — then it's down to the country working them.

LOST INSHORE FISH

THE FORTUNES of Hull plummet still further with the news that its seltzer fleet is almost certain to go over to Grimsby. While in weight, the total of inshore fish landed on the market is not that significant, its value was never in doubt. Now the merchants will be forced to look for more overland consignments — a business that has already increased enormously.

On many days the seltzers have been the only fresh fish vessels landing at Hull. Merchants will be asking if their move to the new £1m. fish dock was really necessary?

fishing news

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'Luneda' tops £43,000

FLEETWOOD had its biggest grossing for more than a year last week when the stern trawler *Luneda* returned to port after a 20-day voyage to the Norwegian coast.

The vessel, commanded by Hull skipper David Hinchcliffe, landed 1,237 kits, including 450 of cod, 480 of haddock, 130 of coley and 130 of reds, which sold for £43,358.

There was also a good result for the middle-water stern trawler *Boston Stirling*, commanded by Skipper Bill Bridge. She was 15 days at sea in catching 708 kits, including 200 of cod, 170 of haddock, 30 of whiting, 50 of coley, and 150 of dogs, which sold for £21,031. This is the biggest grossing for a middle-water catch at the port for some time.

Among the smaller vessels there was another outstanding performance by the Hazeel Company's only remaining vessel, the *Andrew Wilson*. She dates from 1959 but is still among the forerunners in her section. On her latest voyage, under the command of the highly-experienced Skipper John Banks, she caught 347 kits — 25 of hake, 60 of cod, 30 of haddock, 30 of whiting, and 170 of coley — which sold for £12,298.

Just astern of her in terms of grossing was the Hewett Fishing Company vessel *Royalist*, commanded by Skipper Alan Bedford. This ship had 262 kits, including 35 of hake, 70 of cod, 20 of haddock, 30 of whiting, 60 of coley and 25 of roker, which sold for £10,502.

Faroe threat to Scotland

ABERDEEN trawlers may be laid up if the new fishing deal between the EEC and the Faroes goes ahead.

Robert Allan, chief executive of the Aberdeen Fishing Vessels Owners' Association and Scottish officer for the British Fishing Federation, said: "We went into these negotiations with a legitimate and just case for a reasonable cod and haddock quota."

"We set a very fair minimum demand of 10,000 tons. We haven't even got that and, to add insult to injury, the Faroes got increased quotas of such species as herring and mackerel from our waters."

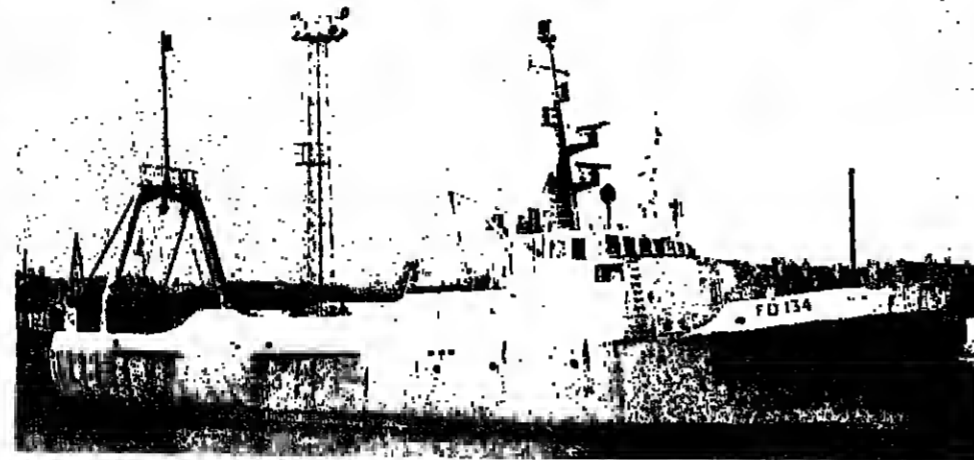
"In effect, the UK has had to foot the bill for an agreement from which other members of the EEC have derived a relatively better advantage than we."

"Our advice to our Government would be to reject it."

Future

Although Aberdeen and EEC trawlers could be fishing at Faroe soon, the future of the fleet operations in these middle waters is very much in the balance.

Along with a resumption of fishing by EEC boats, there could be a return of Faroe vessels to the Community's North Sea "pool" by the end of the week.



Marr's 137 ft. *Luneda*, Norwegian coast trip worth £43,358.

which sold for £10,502.

There were excellent markets for most varieties, which is shown by the grossings of the near-water trawler *Boston Whirlwind* and the pocket trawler *Replenish*.

Boston Whirlwind, commanded by Skipper Jack Kirby, had only 106 kits — 15 of hake, 45 of cod, 35 of haddock, 20 of coley, 10 of roker and 40 of dogs — which sold for £5,131. The *Replenish*, with Skipper M. Oldman in command, landed the same total, with 17 of hake, 20 of cod, 50 of roker, and five of dogs for a grossing of £4,962.

NE reject revised EEC offer

FISHERMEN on the north east coast fighting for an exclusive 50-mile limit are firmly against a new offer by Common Market fisheries ministers.

Tom Mainprize of Scarborough, vice-chairman of the National Federation of Lushore Fishermen, returned home recently after meetings in Brussels.

He said: "We have been offered a three-mile exclusive zone outside promise that nations will withdraw their traditional rights to fish in British waters over a period of 12 to 15 years."

This was completely unacceptable, he said, adding that unless action was taken now there would be no fish left to catch in 12 years. The Belgians and Danes were the only two countries fighting Britain's call for a 50-mile limit, said Mr. Mainprize, who had accompanied Mr. Silkin, Agriculture and Fisheries Minister, in Brussels.

What the British fishermen particularly feared was that by 1982 there could be a shunt fishing by all Common Market member countries, Mr. Mainprize said. The problem was being aggravated by bigger ships which could do the work previously done by a fleet.

Dockers praised

PRaise for Milford Haven labour employed to unload mackerel from Hull trawlers into refrigerated vessels bound for Nigeria came last week from the master of the Dutch reefer vessel *Laf Polaris*.

The vessel was in port to take on the catches of the Hull trawlers *St. Jason* and *St. Benedict*. The Dutchman said the labour force had loaded 370 tons of mackerel into the vessel on one day.

TRAWLER HELD

THE 3,000-ton Soviet stern trawler *Peresh* was being held earlier this week in Norway when its skipper agreed to pay a fine of 20,000 kroner (£2,000) for illegal fishing.

She was boarded off the coast of Norway by a patrol boat from the coastguard and the *Hydrograf*, who ordered her to the port of Namsos where it was suspected her net-mechanics were lost than the size of the stipulates.



ROCK RESCUE WINS AWARD

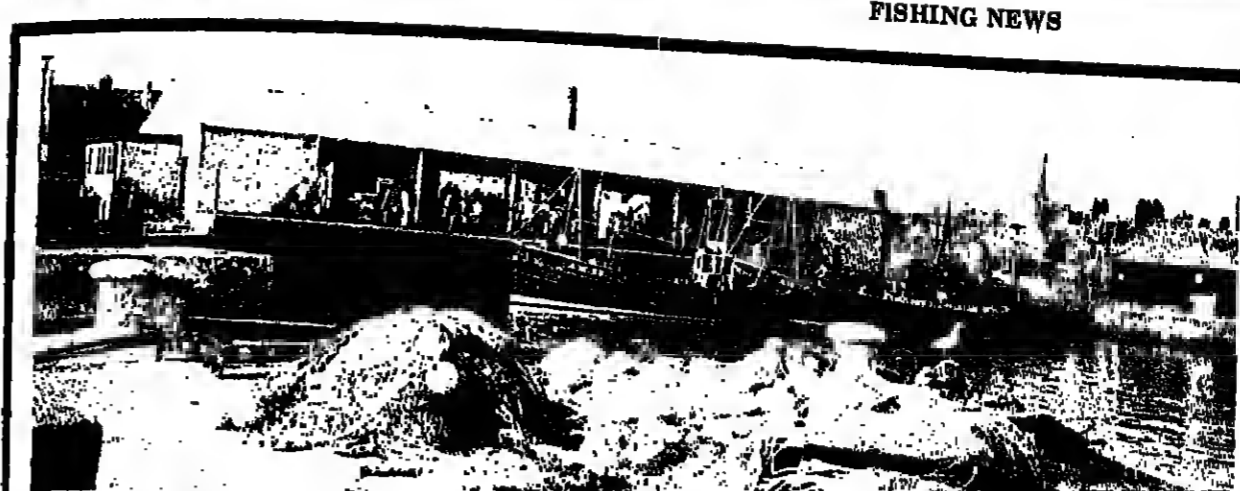
THE COURAGE of two fishermen, who saved the lives of five men in a rescue off the Berwickshire coast 18 months ago, was recognised at Eyemouth last Friday.

Skipper Peter Hood (55) and his son, Peter (33), both of St. Abbs, Berwickshire, received the Secretary of State for Trade 'Piece of Plate' award from the Chief Inspector of H.M. Coastguard, Mr. John Douglas.

The fishermen were lobster fishing in dense fog in their boat *Sterling*, when they saw the St. Monance-based *Vigilant* heading for rocks near St. Abbs.

After trying in vain to radio a warning to the 480,000 *Vigilant*, Skipper Hood and his son moved to within feet of rocks where the five fishermen were clinging after their vessel struck.

It was "a difficult and dangerous rescue," said Chief Inspector Douglas.



TAYSIDE COUNCIL URGED TO ... MAKE ARBROATH A FISHING PORT

ARBROATH should be a fishing port with facilities for small pleasure boats, if needed. This new emphasis on service to fishing is being urged on Tayside Regional Council by Arbroath representative George Cargill.

At present, the harbour serves commercial and pleasure craft but the commercial (cargo) vessels have tended to go more to the larger port of Montrose 12 miles away.

"Tayside region has adequate commercial harbours in Dundee, Perth and Montrose," said Councillor Cargill. "Arbroath is the only town on Tayside with a fishing fleet. I think we should declare it a fishing port although we could still allow small pleasure craft to use it."

He would also like to see Arbroath council use the market building there to encourage landings. Welcoming the idea, John Swankie, president of Arbroath Fishermen's Association, said the commercial side had "almost killed itself."

"In the past year," he added, "one cargo ship damaged a wall of the dock and another damaged itself while docking."

"Also, the pier is showing definite signs of wear in some sections and heavy lorries coming to and from the cargo ships would make this worse."

Montrose has almost ceased to function as a fishing port, says Jack Smith, Angus District Council industrial convener. "We concentrate on handling bigger commercial ships than Arbroath can take. I think it is a good idea for Arbroath to be regarded as sole fishing port for Tayside."

Dead mackerel -freezers could be to blame

A MASSIVE "carpot" of dead mackerel on the bed of the sea off Penzance, recently discovered and photographed by divers, was probably not the result of trawling slippings but rather a case of mackerel slipping. But he said that however the case was argued, too many dead mackerel lying on the seabed — "in this case as much as an estimated 100 tons" — indicated that in one incident 100 tons more fish had been taken than could be handled, and consequently the stock had been depleted.

Mr. David Mudd, Conservative M.P. for Falmouth, has been told this by a Fisheries Minister Mr. Ted Bishop.

Mr. Bishop said that either there could have been a problem of unusable fish dumped after a freezing plant had gone out of action, or the fishing capacity was insufficient to handle all the fish good catch.

"In view of the number of vessels using the area, the amount of dumping per vessel are not likely to be great. Dumping of fish does, of course, constitute a serious nuisance."

Mr. Mudd accepted the Minister's promise to keep a close eye on the problem of

Use this Chart...

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SPEAKING at a meeting in Glasgow on Monday, Allok Buchanan-Smith (Cons. North Angus and Mearns), said Fisheries Minister John Silkin was absolutely correct to insist at the EEC meeting that the fishing question must be settled in a single overall package. Any fragmentation would weaken Britain's case.

He warned, however, that the stand in Brussels, would turn to disaster, "unless we show that we are prepared to follow it through."

Action had to start immediately on the conservation of stocks and the regeneration of the British fishing industry.

For this, he listed three priorities.

First, Britain must be ready to increase mesh sizes, on a non-discriminatory basis, to demonstrate that edible species are for human consumption.

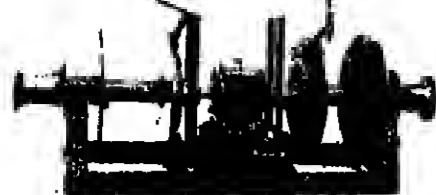
Second, "We must rigorously maintain and extend restrictions on industrial fishing in the North Sea" and the Norway pout box was not for negotiation.

Third, and most important, said Mr. Buchanan-Smith, "we have to prove that we are capable of policing and enforcing effectively whatever unilateral measures we may take pending an eventual settlement."

142 jobs lost

ROSS GROUP Ltd., the giant Humber-based frozen foods manufacturer and processor, announced 142 redundancies to be made next month following rationalisation of distribution arrangements, after the multi-million pound takeover of Associated Fisheries' merchanting business last November.

MORRIS
2 Ton
Trawl
Winch



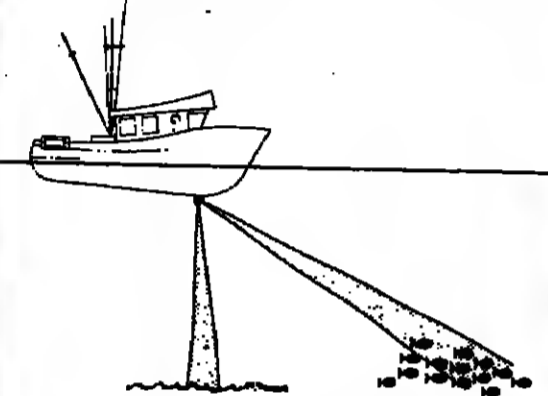
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Trading wanes at Grimsby

EVEN THE now rare
luxury of two distant
water landings at
Grimsby last week
failed to prevent
another very disap-
pointing spell of
quayside trade.

It seems the custom which
many fish merchants have
lost because of a lack of fish
over the past two months, is
now becoming all too obvious
when the supply position im-
proves.

Landings of over 14,000
kits, plus a good supply of
overland boxed fish, were
easily the best so far this
year, but the demand for fish
was rarely anything more
than fair.

After a reasonable start,
the markets settled down to a
ceiling on top quality cod of
just over £50. Haddock lard
a little better, fetching on the
beat markets over £56 per 10-
stone kit.

The disappointing markets
came as a bitter blow to the
Buston Group which brought
in the distant water ship
Belgum and Boston Kestrel
after long trips to the Norway
Coast and White Seas.

There must have been very
little profit, if any, for the
firm after the deduction of
running expenses and
overheads.

Neither trawler had found
the fishing up to much, and
Belgum (Skipper Billy
Balls) just ran out as the



Boston Kestrel — hit worst market of the week.

week's top earner with a
grossing of £34,361. She had a
950-kit turnout after 27 days
on the Norway Coast and this
included some 680 kits of
codstuffs and 200 of haddock.

Boston Kestrel (Skipper
Colin Saunders) hit the worst
market of the week and made
only £30,106 from 868 kits,
again mostly cod and haddock,
after a 26-day trip on the
White Seas and Norway Coast.

Top middle water trawler
was BUT's Rosa Lynx
(Skipper David Cooper) with
a grossing of £26,688 from a

huge 934-kit haul. This com-
prised in the main some 365
kits of dogs, 270 of haddock
and 116 of codstuffs after 16
days on the Westerlies.
BUT also did well with

Salmon start

THE salmon netting
season has just re-opened
at the south coast port of
Mudeford and will con-
tinue until the end of July.
Mudeford is one of the few
ports in the country where
professional salmon netting is

mixed. Western trips from
Rosa Lynx (£23,902 from
750 kits), Rosa Lynx (£21,447 from 911 kits) and
Rosa Lynx (£18,580 from 620
kits).

Taylor's top trip came
from a 17-day outing on the
same grounds by Sando
(Skipper Neil Bray) with
£15,400 from 522 kits.

In the North Sea, Lindsey
Trawlers' Lucerne (Skipper
Steve Davidson) and Lofen
(Skipper Alan Hinton) again
got amongst the pike to
secure returns of £14,300
from 419 kits and £10,338
from 307 kits, respectively.

The pair trawling effort
came from the Desbri-
monted team Jacques
Burton (Skipper Jan Brown)
and Carl Forum (Skipper
Graham Riley) with con-
signed figures of £19,443 for
the 550 kits (mostly cod and
codlings) after 11 days.

The same agency rounded
off the week with the top
anchovy-seiner when Dany
(Skipper Paul Sorenson)
grossed £3,943 from 100 kits.

Mr. Harrison was formerly
a managing director with
both Allard Hewson's and A.
E. Richardson's. His co-
directors also held manage-
ment positions in these com-
panies.

NEW AGENT FOR GRIMSBY'S SMALL BOATS

IN A MAJOR develop-
ment at Grimsby a new
fishing vessel agency,
fish sales and manage-
ment organisation has
been set up.

This follows a number of
voluntary resignations last
week-end by management
and shore staff employed by
small boat operators Allard,
Hewson & Co. Ltd. and A. E.
Richardson & Co. Ltd.

The new firm is called
United Seiners (Grimsby)
and operates from offices in
Fish Dock Road.

Directors of United Seiners
are Fred Harrison, Don
Pearce, John Sharp, and
John Gardner.

Mr. Harrison was formerly
a managing director with
both Allard Hewson's and A.
E. Richardson's. His co-
directors also held manage-
ment positions in these com-
panies.

United Seiners has applied
for membership of Grimsby
Exchange. Once this has been
granted, it is expected that
a number of Grimsby's top
multi-purpose vessels,
anchovy-seiners and inshore
will switch to the new agency.

The firm may also attract
many of the Belgian vessels
landing at Grimsby.



Seiners and pair trawlers in Grimsby docks — the port's new agency hopes to attract a number of the top vessels.

Loose talk costs lives, warns MP

TOUGHENING up on radio procedures has followed
approaches to the Department of Trade and the Home
Office by Mr. David Mudd, Conservative M.P. for Fal-
mouth.

He provided evidence to the Department of Trade
that fishing vessels using VHF distress frequencies "for
social chit-chat" had impeded at least one recent
rescue operation in which there was loss of life.

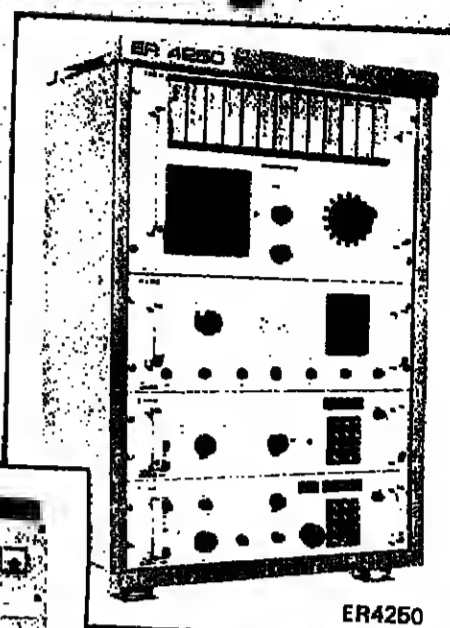
As a result of his complaint, a new Notice to
Mariners has been published warning skippers of the
need to keep distress frequencies clear and of the
penalties for not doing so.

Mr. Mudd drew the Home
Office's attention to reports

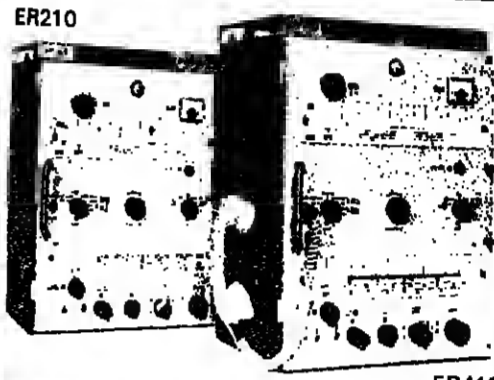
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TIME TO AGREE ON CFP

SIR, We find it very hard to
understand the attitude that
has led to the breakdown in
the EEC fisheries dis-
cussions.

As fish processors and
wholesalers, it is our job to get
fish from the quayside to the
consumer. Our efficiency in do-
ing this is reflected in our own
prosperity — competition is
always extremely keen.

The price of fish — and the
prosperity of fishermen — is
dependent upon demand. The
housewife daily determines the
prices on the quayside. It may
surprise some producer
organisations and trawler
owners that fish is not a
necessity to most housewives.

The simple economic prin-
ciple of supply and demand is
true throughout the fishing
world. Producer organisations
should consider this before
they set wild minimum price
schemes.

As a company we were
prompted to study closely the
offer made to the UK by the
EEC Fisheries Commission.

We are reliably informed
that the total estimated catch
for the UK in all waters during
1978 is expected to be ap-
proximately 1.038 million
tonnes, compared with an an-
nual average from 1973/78 of
1.041 million tonnes — an

overall reduction in 1978 of
about 1 per cent. Other coun-
tries in the EEC have had to
accept catch reductions of up
to 30 per cent.

Within the EEC 200-mile
limit the total allowable catch
is 2.7 million tonnes, of which
862,000 tonnes has been
allocated to the UK (31.4 per
cent). Yet still this is not
satisfactory to our own
ministers and his supporters in
the producer organisations and
trawling federation. They want
982,000 tonnes, or 44 per cent
of the total allowable catch,
plus exclusive catching zones.

As a processor we know
only too well of the Trawler
Federation's outlook over the
Islandic situation a few years
ago. How acceptable that

original offer by Iceland was
to us now!

Are we to be led into a
similar mess over the EEC?

One thing is important —
that is the economic success
of the EEC if only for anti-
Communist reasons. It is the
success of our eventual political
future. None of us will enjoy
freedom we take so much to
grant.

It is time people who sit
with their hand — and not
their emotional or political
heart — took a hand in the
discussions and reached agree-
ment.

N. J. BOZMAN
Director, Macdonald
Seafarms Ltd.

Wide limit is our right

SIR, The British Isles are at
a disadvantage in the food
production industries.

Do we have greater wine
growing potential than our
European colleagues? No.

Do we have a greater cereal
potential? No.

Do we have a greater animal
meat potential? No.

Do we have a greater fishing
potential? Yes.

Now it was long established
that natural resources are un-
der national sovereignty — for
example oil, gas on land and
under water. The sunny Ger-
man and French southern
fermeuses are naturally under
German and French sovereignty.
Their early vegetables enjoy
anonymous advantages over
British produce.

So what is wrong with
British fishermen enjoying the
natural advantage of more
water?

The German Chancellor
Helmut Schmidt has clearly an
attitude against the spirit of the

Common Market. He takes it
upon himself to criticise others
with an arrogant and bullying
attitude. Let us make it quite
clear — a Europe that creates
greater injustices cannot sur-
vive.

We have moved into an era
of fish management and far-
ming, of the 200-mile
economic zone recognised by
all the super-powers — USSR,
USA, Japan etc. unwillingly,
the EEC.

Why is the EEC out of step?
The real reason is greed.

Did the Germans or French
really want us to join the EEC
to share in the growth of our
natural resources or to grab the
oil and fish? Let us retain
without animosity or jealousy,
both assets just as we expect
other EEC countries to retain
their profitable early
vegetables, Mediterranean
fruits and wine making.

What we badly need is less
self-righteousness and more
harmony.

British fishing needs three
years to adjust to the new cir-
cumstances of 200-mile limits.
Let us negotiate. Why all the
hurry? Politicians may wall
mess everything up. We are
perfectly in order in asking for

Markets for mackerel

SIR, We at Billingsgate are somewhat alarmed by your
recent statements to the effect that the large sales of
mackerel to the Russians are necessitated by the lack of
sufficient market in this country.

On the contrary, home de-
mand is rising all the time. As
an example, one merchant
alone states he could have sold
12,000 two-stone boxes of
mackerel last year, but was
only able to obtain 8,000.

What worries us, of course,
is the danger of over-fishing.
We believe that the UK market
can easily absorb the
sustainable catch of mackerel,
but, despite government
restrictions, it is unlikely the
present overall catch rate is
sustainable.

some more time to adjust.
All of us in the industry
representatives — now.

DENNIS F. CHAM
43/44 Lancaster Gate
London W2 2SA

Top trip 'Lucerne'



THE 134-foot Grimsby trawler *Lucerne* set a new
North Sea company earnings record on January
31 for Lindsey Trawlers Ltd. with a grossing of
£14,209.

Lucerne, skippered by Steve Davidson, landed
440 kits, including 412 of plaice and 13 of prime,
grossing on middle-water trips, but this is the
first time it has done so well in the North Sea.

But a spokesman for Lindsey told *Fishing News*:
"One swallow doesn't make a summer and we
must maintain this level of earnings if the com-
pany is to survive rising costs and increased dock
charges."

Moored craft escape cliff fall

A BERWICKSHIRE fishing
village was partly sealed off
at the week-end when 300
tons of boulders and rubble
crashed down a cliff face.

The fall blocked the road
leading to the Lower Burn-
mouth, north of Berwick, and
missed the local harbour and
its moored fishing boats by
only 30 feet. However, one
boat which had been hauled on
to the beach for the winter
was wrecked. No-one was
hurt.

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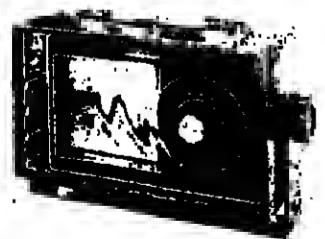
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TRADE ENQUIRIES WELCOME

Commons backing for Silkin on EEC stand

MINISTER John Silkin bed on enthusiastic reception in the Commons when he returned from the EEC meeting in Brussels.

Speaking to a crowded House, he outlined results of the talks. Other member states had, he said, agreed for the time being to observe Commission proposals on quotas and conservation.

Britain would also maintain its conservation measures.

But James Johnson (Lab., Hull), while echoing the

"Our right to take further appropriate unilateral conservation measures is, of course, unimpaired" said Mr. Silkin.

He added that the government would continue to work for a settlement which would meet the UK's essential requirements.

Mr. Silkin's stand on fisheries was supported by John Peyton, shadow Minister of Agriculture and Fisheries.

But James Johnson (Lab., Hull), while echoing the

firm stand, wondered whether Mr. Silkin had declared an intention rather than claim a right to act.

"If he does not take unilateral action on behalf of the deep-sea fleet in reach agreement with states such as Norway and the Soviet Union, we shall have a disaster," Mr. Johnson warned.

Mr. Silkin said that it was with reciprocal agreements (particularly Norway) in mind, that he had suggested and the EEC Council had agreed that negotiations should proceed. He hoped the discussions would soon bear fruit.

Replying to an Grimsby MP, Mr. Silkin said he intended to have discussions with the industry about how it might practise self-discipline in the next few months in particular.

Costal preference was essential to the UK. And this might be the moment for meeting a challenge to show how Britain as a country could properly organise, as a coastal state, a real fisheries policy.

Royal Lynx's port dash

THE GRIMSBY middle water trawler *Ross Lynx* was forced to put into North Shields last Friday morning after a deckhand had a heart attack.

The vessel was outward bound some 26 miles off the Tyne when deckhand, Charles Walker, was taken ill.

After radioing for assistance, Tynemouth lifeboat went out to meet *Ross Lynx* with a doctor aboard.

Mr. Walker was too ill to be transferred and *Ross Lynx* hurried into North Shields where the sick man was admitted to Preston Infirmary.

His condition later was said to be satisfactory.

14-day Expo tour

MORE THAN 40 fishermen and their families from as far apart as the South of England to Wick and Orkney will be attending the exhibition Expo Pesca Pnn Americana 78 in San Juan, Puerto Rico, in April.

The tour has been arranged by Grampian Fishing Tours of Perth, Scotland, and is sponsored by the Scottish Fishermen's Federation.

It will start from London on Tuesday, March 28, for New York and Florida.

The tour moves on to the Gulf of Mexico coasts of Florida for study visits.

Final five days will be spent in San Juan, Puerto Rico, attending Expo Pesca 78.

A 10 and a 14-day tour are available. The tour costs from £379 including flights, transfers and hotel accommodation. Further information from Grampian Travel Ltd., 15 George St., Perth, Scotland PH1 5JZ.



ALARM AT SALT DUMPING PLAN

OPPOSITION to a controversial proposal to mine for potash near Whitby has been voiced by Reg Firth, on behalf of Whitby Boatmen's Association, at a public meeting.

He said fishermen are opposed to the annual dumping of 500 tons of salt and waste from the mine into the sea off Whitby.

Other speakers also suggested that the salmon fishery at Whitby — the only one on the Yorkshire coast — would be affected because large amounts of water would be extracted from the river.

Alarm at the proposed potash mine has also been voiced by fishermen's spokesmen at a meeting of Whitby Harbour Committee. The chairman of Whitby

Cable Fishermen's Society, Skipper Robert Harman, told the committee that fish had a very low tolerance to changes in habitat. Fishermen are looking for some guarantee, but so far had been unable to obtain it.

Local trawler owner, Ted Jorman, said it would be absolute madness to go ahead without a full investigation.

Coun. Richard Westell, a former chairman of the Harbour Committee, said at worst the effort of the dumping would be the equivalent of only a grain of salt in a swimming pool.

The plan involves dumping 1,500 tonnes of waste salt about two miles out at sea every day.

Scarlborough Borough Council's director of administration, David Bridge,

said the waste would go by rail to the harbour, then a specially built disposal ship would take it out to sea.

Whitby Potash Ltd, a subsidiary of Consolidated Goldfields, is seeking planning approval to mine by a solution method.

Wheelhouse units for five boats

FIVE NEW fishing vessels are to be equipped with communication equipment, fishfinding and navigation aids by Maremont Marine.

Vessels M3540 for Peter Simpson and M3542 for William Wilson building at the Richards yard, Laweston, are each to be equipped with 400W satellite telephones crystalised for 10 transmit and 10 receive channels.

These vessels will also carry two vhf short-range radio telephones and Warden 111 2182kHz watch-keeping receivers.

For fishfinding the two Richards-built vessels are to be equipped with Fishscope K 4kW multi-style echosounders. The radio is provided in the MD606.

Comprehensive inter-communication facilities will also be supplied and will feature the Minicall 11 call-back equipment.

New buildings No 142 and 143 at George Thompson and Sons, Buckle, for J. G. McDonald, will be supplied with 220W vhf radio telephones and two vhf radio telephones.

These vessels are also fitted with Fishscope multi-style echosounders and MD606 fishfinders and MD606 receivers.

Andrew Buchanan building No 291 and G. Forbes boat Sandhaven, is to be fitted with a 400W vhf radio telephone, two Warden 111 vhf radio telephones, a receiver and Mariner 16.

Whitby and Grimsby lifeboats were launched when the vessel was launched and Coastguard rescue teams turned out.

Grimsby in 'hell of a state' LUMPERS THINK AGAIN ON BAN

ONLY A fortnight ago fish porters from Grimsby, Aberdeen, Hull and Fleetwood decided the ban they had imposed on Icelandic wet fish trawler landings in the UK must continue. Now a further inter-port meeting set for this weekend will discuss the situation all over again.

The news was welcomed on Humberside where fish merchants are going through a particularly lean spell.

There were signs that the Grimsby lumpers may have reached a position, due to the alarming drop in landings at the Humber port this year, where they can no longer justify the embargo.

The whole question was reviewed at a meeting of the Grimsby lumpers' committee on February 2. Afterwards the chairman, Tony

water trawlers were allowed back on to the Icelandic grounds.

A spokesman for a group of Grimsby merchants commented to *Fishing News*: "It is looking a little more hopeful, I understand, but we know from past experience that it is wrong to bank on anything."

"We have been led to believe the ban on Icelandic vessels was about to be lifted on several occasions in the past."

Boyd's lone Cavalier

BOYD LINE'S *Arctic Cavalier* (Sk. P. Garner), the only distant water trawler landing for Hull's Monday market, made 264,178 for 1,597 kts after a 22-day trip to the Norway Coast.

The vessel's averages per 10 st. kit were: £33.90 for codstuffs and £38.44 for haddock.

New branch

COSALT, the Grimsby-based ship chandler, has opened a new branch at Felixstowe.

The branch is at 26 Beachstation Road, Felixstowe, and is managed by Trevor R. Paul.

Cosalt has 15 other branches around the coast of Great Britain offering a ship stores service at 33 ports in the UK.

Cosalt operates bonded warehouses and offers a complete service for galley, deck and engineering stores to the marine industry.

Salmon bill fails

THE SALE of Salmon Bill failed to get a second reading when it was "talked out" in the Commons on Friday afternoon last week and is now extremely unlikely to make further progress.

Edward Bishop, Minister of State for Agriculture and Fisheries, said that it would turn upside down a principle of English justice in putting the burden of proving innocence on the alleged offender.

Crenley Onslow (Con. Woking) moved second reading of the Bill, which would impose a £500 maximum fine on anyone in possession for sale of a salmon illegally acquired, taken or landed.

He said there had been mounting and widespread concern in recent years about future stocks of Atlantic salmon and river stocks had been eliminated or reduced.

Donald Stewart (Western Isles), leader of the Scottish National Party, said he was opposed to the way the Bill went beyond existing law. He objected to increasing the power of the landlords.

William Hamilton (Lab. Central Fife) agreed with him and described Highland poaching as an honourable profession. He did not approve of landlords restricting anglers who should have all Highlands fishing open to them.

DEEVALE GOES HARD ASHORE

THE FOUR-MAN crew of the 70 ft. South Shields trawler *Deevale* was walked to safety when she grounded at Kettleness, near Whitby. The trawler was driven under the cliff by six feet waves. Visibility was reduced by mist when *Deevale* ran aground. The vessel is 40 year old Gerald Lewis of Newquay, who formerly fished out of Whitby in *Kraker*. The crew went ashore and Coastguard rescue teams turned out.

Lifeboat went over twice

THE FIRST capsizing on service of one of the RNLI's modern self-righting life-boats has provided conclusive evidence of the way the self-righting mechanism works, according to the RNLI.

An investigation has been carried out by the RNLI into the accident on Christmas Eve 1977 when the Kilmore Quay, County Wexford, lifeboat capsized twice and righted herself twice. Crew member Finton Sinnott lost his life, but the other six members of the crew survived.

The official finding of the RNLI was that "there was no error of judgment by the coxswain, nor failure of the lifeboat or its equipment which contributed to the capsize." Also that "the lifeboat was overwhelmed by a heavy breaking sea on both occasions."

For the leadership, determination and exceptional courage he displayed in recovering members of his crew and bringing the lifeboat back to her station, Coxswain Thomas Walsh has been awarded the RNLI's silver medal for gallantry.

A special posthumous vellum has been awarded to Finton Sinnott. The RNLI is paying a pension to his widow for life and allowances to his two children.

The Committee of Management investigation found that "...e contributory cause of the loss of life of Finton Sinnott was that the deceased had discarded his lifejacket after the first capsize."

Another factor was probably his shocked condition due to a head injury received during the first capsize.

The Kilmore Quay lifeboat *Lady Murphy*, which was built in 1972, is one of 26 boats of the 37 ft. Oakley self-righting class in the RNLI's fleet. This type of lifeboat, which rights herself after a capsize by a system of transference of water ballast, was designed by Richard Oakley, a former naval architect to the RNLI.

Since 1958, when the first self-righting Oakley lifeboat came into service, lifeboats of this class have been launched over 1,750 times and saved more than 900 lives.

Following the disaster in 1970, when all except one of the crew of the Fraserburgh lifeboat lost their lives following a capsize, the RNLI undertook a large reconstruction programme, its aim being to give all offshore lifeboats a self-righting capability by 1980.

The mini-bus has been handed over to a local residents' association which accepted responsibility for running it.

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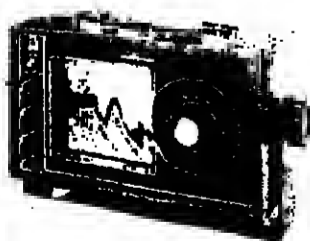
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"Our right to take further appropriate unilateral conservation measures is, of course, unimpaired" said Mr. Silkin.

He added that the government would continue to work for a settlement which would meet the UK's essential requirements.

Mr. Silkin's stand on fisheries was supported by John Peyton, shadow Minister of Agriculture and Fisheries.

But James Johnson (Lab., Hull), while acclaiming the

firm stand, wondered whether Mr. Silkin had declared an intention rather than claim a right to act.

"If he does not take unilateral action on behalf of the deep-sea fleet to reach agreement with states such as Norway and the Soviet Union, he shall have a disaster," Mr. Johnson warned.

Mr. Silkin said that it was with reciprocal agreements (particularly Norway) in mind, that he had suggested and the EEC Council had agreed that negotiations go ahead. He hoped the dis-

cussions would soon bear fruit.

Replying to Jo Grimond (Lib, Orkney and Shetland), Mr. Silkin said he intended to have discussions with the industry about how it might practise self-discipline in the next few months in particular.

Consent preference was essential to the UK. And this might be the moment for meeting a challenge to show how Britain as a country could properly organise, as a coastal state, a real fisheries policy.

Royal Lynx's port dash

THE GRIMSBY middle water trawler *Rosa Lynx* was forced to put into North Shields last Friday morning after a deckhand had a heart attack.

The vessel was outward bound some 26 miles off the Tyne when deckhand, Charles Walker, was taken ill.

After redocking for assistance, Tynemouth lifeboat went out to meet *Rosa Lynx* with a doctor aboard.

Mr. Welker was too ill to be transferred and *Rosa Lynx* hurried into North Shields where the sick man was admitted to Preston Infirmary. His condition later was said to be satisfactory.

14-day Expo tour

MORE THAN 40 fishermen and their families from as far afield as the South of England to Wick and Orkney will be attending the exhibition Expo Pesca Pan Americana 78 in San Juan, Puerto Rico, in April.

The tour has been arranged by Grampian Fishing Tours of Perth, Scotland, and is sponsored by the Scottish Fishermen's Federation.

It will start from London on Tuesday, March 28, for New York and Florida.

The tour moves on to the Gulf of Mexico coasts of Florida for study visits.

Final five days will be spent in San Juan, Puerto Rico, attending Expo Pesca 78.

A 10 and a 14-day tour are available. The tour costs from £379 including flights, transfers and hotel accommodation. Further information from Grampian Travel Ltd., 15 George St., Perth, Scotland PH1 5JZ.

ALARM AT SALT DUMPING PLAN

OPPOSITION to a controversial proposal to mine for potash near Whitby has been voiced by Reg Firth, on behalf of Whitby Boatmen's Association, at a public meeting.

He said fishermen are opposed to the annual dumping of 500 tons of salt and waste from the mine into the sea off Whitby.

Other speakers also suggested that the salmon fishery at Whitby—the only one on the Yorkshire coast—would be effected because large amounts of water would be extracted from the river.

Alarm at the proposed potash mine has also been voiced by fishermen's spokesmen at a meeting of Whitby Harbour Committee. The chairman of Whitby

Coble Fishermen's Society, Skipper Robert Harland, told the committee that fish had a very low tolerance to changes in habitat. Fishermen are looking for some guarantee, but so far had been unable to obtain it.

Local trawler owner, Ted Jarman, said it would be absolute madness to go ahead without a full investigation.

Coun. Richard Wastell, a former chairman of the Harbour Committee, said at worst the effect of the dumping would be the equivalent of only a grain of salt in a swimming pool.

The plan involves dumping 1,500 tonnes of waste salt about two miles out at sea every day. Scarborough Borough Council's director of administration, David Bridge,

said the waste would go by rail to the harbour, then a specially built disposal ship would take it out to sea.

Whitby Potash Ltd., a subsidiary of Consolidated Goldfields, is seeking planning approval in mine by a solution method.

Wheelhouse units for five boats

FIVE NEW fishing vessels are to be equipped with communications equipment, fishfinding and navigation aids by Marconi Marine.

Vessels M13540 for Peter Simpson and NB542 for William Wilson building at the Richmond yard, Lowestoft, are each to be equipped with 400W garmin telephones, crystal for 10 transmit and 10 receive channels.

These vessels will also carry two vhf short-range radio telephones and Warden 11 2182kHz watch-keeping receivers.

For fishfinding the two Richards-built vessels are to be equipped with Fishgraph K 41W multi-style echo sounders. The radar to be provided is the MD608.

Comprehensive inter-communication facilities will also be supplied and will feature the Minical II talk-back equipment.

New buildings No 142 and 143 at George Thompson and Sons, Buckle, for J. Alden and J. G. McDonald, respectively, will be supplied with 220W mf radio telephones and two vhf radio telephones. These vessels are also to be fitted with Fishgraph K multi-style echo sounders, Fishscope K CRT fishfinders and MD608 radars.

Andrew Buchanan's building No. 291 and J. G. Forbee boat yard, Sandhaven, are to be supplied with 400W mf radio telephones and two vhf radio telephones. Warden III watch-keeping receiver, and a Callbox Mariner 16 survival transmitter, NB 291 is to be fitted with a multi-style echo sounder.

Grimsby in 'hell of a state' LUMPERS THINK AGAIN ON BAN

ONLY A fortnight ago fish porters from Grimsby, Aberdeen, Hull and Fleetwood decided the ban they had imposed on Icelandic wat fish meeting sat for this weekend will discuss the situation all over again.

The news was welcomed on Humberside where fish merchants are going through a particularly lean spell.

There were signs that

the Grimsby lumpers may have reached a position, due to the alarming drop in landings at the Humber port this year, where they are no longer justify the embargo.

The whole question was reviewed at a meeting of the Grimsby lumpers' committee on February 2. Afterwards the chairman, Tony

Edwards, said the lumpers now realised Grimsby was in "a hell of a state".

This is the first time Grimsby's 220-strong lumper force has showed any signs of moderating its hard-line approach to the problem, or deviating from its policy that the ban would not be lifted unless Grimsby distant

water trawlers were allowed back on to the Icelandic grounds.

A spokesman for a group of Grimsby merchants commented to *Fishing News*: "It is looking a little more hopeful, I understand, but we know from past experience that it is wrong to bank on anything."

"We have been led to believe the ban on Icelandic vessels was about to be lifted on several occasions in the past."

Boyd's lone Cavalier

BOYD LINE'S *Arctic Cavalier* (Sk. P. Garner), the only distant water trawler landing for Hull's Monday market, made £54,178 for 1,897 kits after a 22-day trip to the Norway Coast.

The vessel's averages per 10 at kit were: £33.90 for codfish and £38.44 for haddock.

New branch

COSALT, the Grimsby-based ship chandlers, has opened a new branch at Felixstowe.

The branch is at 25 Beachcroft Road, Felixstowe, and is managed by Trevor R. Paul.

Cosalt has 15 other branches around the coast of Great Britain offering a ship stores service at 33 ports in the UK.

Cosalt operates bonded warehouses and offers a complete service for galley, deck and engine room stores to the marine industry.



Bridlington and Fimborough Fishermen's Wives Group toast the success of the mini-bus which they helped to buy.

Crewmen buy bus for the needy

BRIDLINGTON fishermen have raised more than £4,000 to buy a mini-bus for use by the young, elderly and handicapped at the port.

The idea of providing the mini-bus was reported in *Fishing News* in November and £2,000 was raised in a single event on Boxing Day. Then, the fishermen had organised a festive family entertainment at Bridlington's Spn Royal Hall.

The mini-bus has been handed over to a local residents' association which accepted responsibility for running it.

The Committee of Management investigation found that "...a contributory cause of the loss of life of Finton Sinnott was that the deceased had discarded his lifejacket after the first capsize."

The Kilmore Quay lifeboat *Lady Murphy*, which was built in 1972, is one of 26 boats of the 37 ft. Onkley self-righting class in the RNLI's fleet. This type of lifeboat, which rights herself after a capsize by a system of transference of water ballast, was designed by Richard Oakley, a former naval architect to the RNLI.

Since 1958, when the first self-righting Oakley lifeboat came into service, lifeboats of this class have been launched over 1,750 times and saved more than 900 lives.

Following the disaster in 1974, when all except one of the crew of the Fraserburgh lifeboat lost their lives following a capsize, the RNLI undertook a large reconstruction programme, its aim being to give all offshore lifeboats a self-righting capability by 1980.

Salmon bill fails

THE SALE of Salmon Bill failed to get a second reading when it was "talked out" in the Commons on Friday afternoon last week and is now extremely unlikely to make further progress.

Edward Bishop, Minister of State for Agriculture and Fisheries, said that it would turn upside down a principle of English justice in putting the burden of proving innocence on the alleged offender.

Crosby Onslow (Con, Woking) moved second reading of the Bill, which would impose a £500 maximum fine on anyone in possession for sale of a salmon illegally acquired, taken or landed.

He said there had been mounting and widespread concern in recent years about future stocks of Atlantic salmon and river stocks had been eliminated or reduced.

Donald Stewart (Western Isles), leader of the Scottish National Party, said he was opposed to the way the Bill went beyond existing law. He objected to increasing the power of the landlords.

William Hamilton (Lab, Central Fife) agreed with him and described Highlands poaching as an honourable profession. He did not approve of landlords restricting anglers who should have all Highlands fishing open to them.

THE FOUR-MAN crew of the 70 ft. South Shields trawler *Deevale* was rescued when the vessel was driven under the cliff by six feet waves. Visibility was reduced by mist when *Deevale* ran aground. The vessel is 40 years old. Gerald Lewis of Newquay, who formerly fished out of Whitby in *Deevale*, said the trawler was driven under the cliff by six feet waves. As the tide rose the trawler was driven harder aground.

spencer-carter

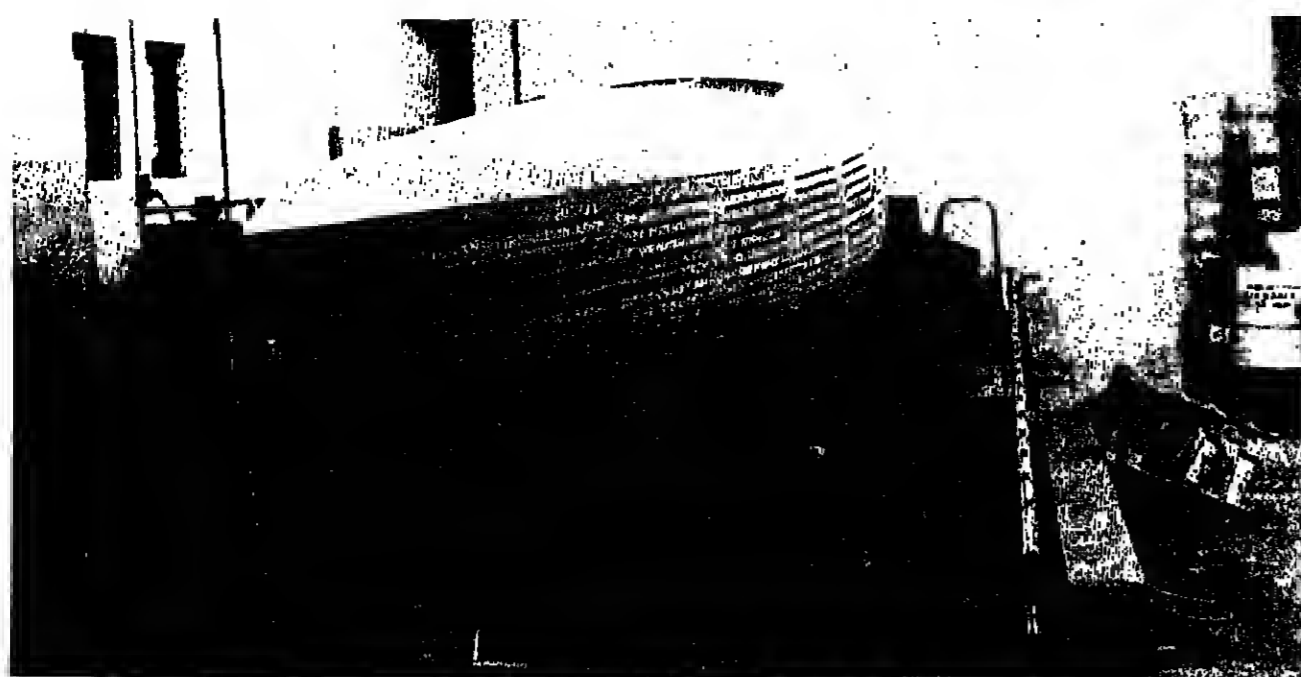
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The former over which the laminate is laid up mounted ready for swinging. The carriage holding the resin and threads runs on the track on the right hand side.

NEW SYSTEM PROMISES...

Fast hulls

easy on the fuel

A NEW system of boat building now being developed in Denmark could lead to faster fishing and workboats without any marked increase in fuel consumption.

The secret lies in a form of ultra-lightweight construction with no reduction in strength which will require less power for a given speed.

Lightweight construction has always been the aim of the designers of fast boats, but it is normally only achieved at considerable expense. This system offers the advantages of lightweight construction at comparable cost to present standard systems by the use of automated methods.

Hull and deck are moulded together over a former. The former is mounted at each end to rotate and it is geared to a carriage which moves the length of the former.

Mounted on the carriage are reels of glass thread and a resin tank. The threads are impregnated with resin as they leave the carriage and are wound spirally on to the former as it rotates.

The threads are applied in a band about 2cm. wide and, as the layers build up, they are interwoven to produce a very strong laminate. A slow curing resin ensures a good bond between successive layers.

Much of the strength of the finished laminate lies in the high glass content — 50 to 60 per cent compared with the normal 30 per cent.

There is also no chance of air bubbles forming or of poor impregnation with resin, so that a consistent high quality of laminate results.

Once the resin has cured, the former is removed through a hole cut in the deck for the cockpit or engine

hatch. A development of this system sees the former being covered with extruded hollow glassfibre 'planks'.

These lightweight 'planks' will remain inside the hull, giving increased rigidity and a high quality interior finish. With re-usable frames, this method of construction will be largely automatic once the former has been set-up.

The only limit on size for this type of construction is the machinery itself, and this can be made to cope with 100 ft. hulls.

The joining between the former and the carriage needs careful calculation for each hull and, at present, the system cannot cope with concave shapes in the former. A system of rollers pressing the laminate to the former may overcome this.

Under construction in Denmark is a 36 ft. sailboat hull. This hull and deck will weigh a mere 480 kilos although, with ultra lightweight in mind, the laminate for this hull is made from a Kevlar/epoxy resin combination.

The system is equally suited to a carbon fibre laminate, or to a combination of various fibres.

Whilst lightweight is required for high speed, this construction system is equally suited to displacement hulls. The efficient construction system means a saving in materials and the lightweight of the hull can be used to increase the payload.

The system is suited to both one-off or production line construction and promises to bring about a revolution in boat construction.

It is particularly relevant in factory boat production, where a tightening up of the moulding conditions is making life difficult for GRP fabricators. Dag Pike.

THE DECCA 110 RADAR POINTS OF EXCELLENCE.

110

High PRF's — 3000 and 1500 — for a bright picture on long and short ranges.

Simple, low cost radar whose high performance and quality make it outstanding value for money.

Outstanding range performance at all ranges out to 36 n.m. range scale.

4ft. aerial gives excellent discrimination and strong echoes at long range.

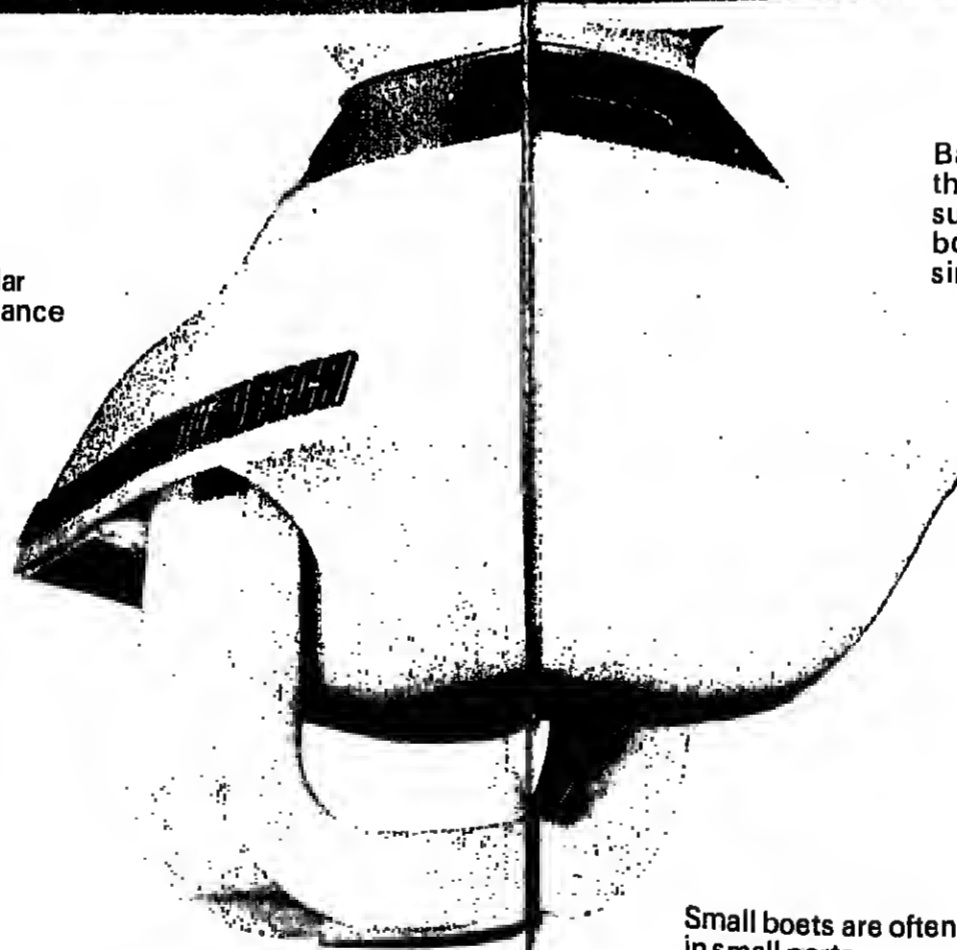
Very good visibility of small targets.

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DECCA - the best choice of small boat radar

Super 050-12n.m.; 060-24n.m.; 110-36n.m.; RM914A/916A-48/60n.m.

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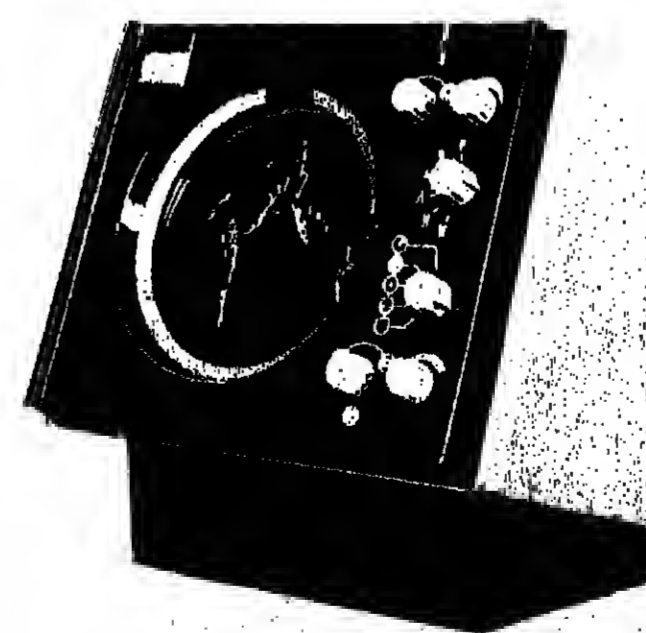


Based on Decca 101, the world's most successful small boat radar since 1967.

110 benefits from the Decca AGREE programme of reliability engineering, still unsurpassed.

Small boats are often in small ports. With Decca's unmatched world-wide service organization, Decca service engineer is the one most likely to be on hand.

A Decca service support helps make the 110 popular as a second radar in larger ships.



Simple design proved at sea in 14,000* boats including the vessels of 38 navies.

Every Decca radar benefits from the large investment in quality and reliability made possible by Decca's large scale production of the world's widest range of equipment.

TRAINING FOR 'CERT' AT GRIMSBY



Skipper Townsend and Instructor S. G. Keene and Brian Manship on the lead of the warp on a scale-model stern trawl.

AFTER a ten year battle to gain recognition for fishing in the field of education, Grimsby College of Technology has succeeded in pioneering a City and Guilds Craft Certificate in sea fishing practice.

Until now it has been considered that fishermen were wasting their time learning from books. In education they were second class citizens, says Captain S. G. Keene, head of department at the college.

This new course — which is now in operation — is designed for the young deckhand.

There are six main subjects to be chosen from: care and maintenance of propulsion machinery and engineroom equipment, hydraulic machinery, cooking, advanced network and bridge watchkeeping duties.

The training consists of practical work with lectures in the college and it is open to anyone. Specialist subjects are taken along with basic studies and gain the students an additional certificate.

The full scheme is designed to meet the constantly changing structure of the industry and is flexible enough to keep up with

industrial changes.

The new generation of fishermen are going to have to be more versatile in their jobs than in the past. Says Captain Keene: "They will have to be prepared to work on a variety of ships with different fishing methods and have the knowledge and skill to cope with the whole spectrum of fishing."

Hopefully skippers will allow young fishermen to go ashore to obtain the certificates and to enable them to become more efficient in running a vessel, he added.

Present trainees are in the 16-17 age group. David Alnall — a young Scot — comes

from West Lothian while from North Devon comes Mark Marshall.

A good percentage are from fishing families or have some prior practical experience. Mr. Marshall has some salmon fishing under his belt but wanted to go deep water. His local careers adviser put him in touch with Grimsby and he subsequently joined the second intake.

Along with the introduction of the City and Guilds scheme Grimsby is working towards the production of a Technician Education Council certificate scheme for senior ships' personnel.

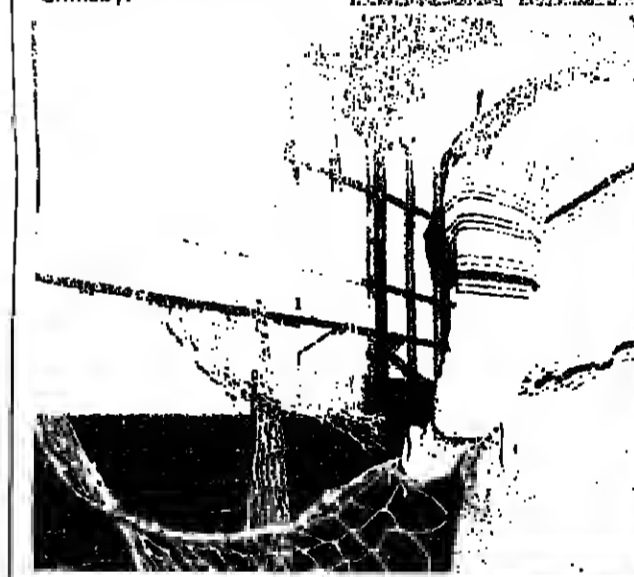
Skippers of the future will have heavy responsibilities for expensive boats, machinery and electronic equipment and

often no specialist engineers will be carried on board.

The skipper will be responsible for the location and capture of fish from stocks protected by international considerations for conservation which will involve a deep understanding of regulations and international agreements.

With the increasing sophistication of vessels coupled with the international intricacies of fish exploitation, the future skipper must be regarded as a professional and, therefore, have available to him a system of education.

Below: John Jones, one of the students, bridging a shaped piece of net to a specification. Right: Captain S. G. Keene, head of department, Maritime Studies and Fisheries, Grimsby.



TROPHY PLAN TURNED DOWN

PETERHEAD Harbour Trustees have decided, by a narrow majority, against sponsoring a fishing trophy competition for different classes of boats operating from the port.

Chairman John D. Buchan said the plan was that trophies would be provided at no expense to the trustees and if the proposals were approved Peterhead would be in line with other ports.

Skipper William N. Buchan said he could not foresee any Peterhead boat winning such a trophy and there was also the question of entertaining the winners — three boats crews and their partners. One trophy would be sufficient if at all, he said.

Skipper Sydney McLean thought it would be necessary to provide trophies for four classes of boats. On another tack, Arthur Buchan, who said he was not in favour of the proposal, visualised boats going to sea "and washing in their crews about" to win the trophy.

Pointing out that trophy

fishing was nothing new at Peterhead, Alexander Bruce said they had one before — the Boothby trophy — which was now a museum piece.

● The trustees are to obtain the views of professional consultants on the cost and need for the appointment of a harbour manager.

● Removal of floats from harbour basins was costing £3,500 annually and the trustees considered the acquisition of a harbour punt/incinerator. It was agreed to accept the offer of an incinerator on a month's trial.

● Harbour collector James Buchan reported that January was a good month for revenue because of improved white fish catches and exports of salmon. The value of white fish sold was £2,776,901 compared with £1,568,254 in January 1977 and due on January 1977 and due on January 1977. Revenue for January amounted to £58,883 which was £22,841 more than in January 1977. Over the past 12 months revenue totalled £750,263.

Mooring light is automatic

AN AUTOMATIC anchor light which switches on at dusk and off at dawn is now available for small boats.

The device ensures that the position of a moored vessel can easily be seen and so cuts the danger of being run-down at night.

The light incorporates a photo-electric cell and needs no day-to-day attention. It can be powered by the craft's own supply or batteries and is

available in 6, 12 and 24 volts. The light is protected against incorrect polarity connection and is sealed. Fixing is by two screws into the masthead or other suitable spar.

The light, known as T8/3, is available from chandlers at £15.35, or post free from the manufacturers: Bideford Electronics Ltd., Kingsley Road, Bideford, Devon, EX39 2LG. Telephone Bideford (023 72) 2485.

HAULERS BACK ON THE MARKET

PART OF THE range of haulers once manufactured by Cattermole are back on the market.

The firm of Drum Engineering of Bradford, West Yorkshire, took over Cattermole's interests one year ago and has now developed these units in a range of products aimed mainly at shellfishermen.

Drum is engaged in supplying and installing hydraulic powerpacks worldwide. The firm's range of products now

includes: The Cattermole net/pot hauler which has been used with success when hauling greyfish nets off Cornwall and Ireland. Drum has strengthened the hauler structure so that the hauling head is now supported between two roller bearings — one on either side.

The feature of direct drive from a high-torque and low speed hydraulic motor to eliminate gearing has been retained and so, also, has the use of polyurethane to cover the hauling wheels.

This material has excellent grip, together with much more wear resistance than rubber.

A rope ejection knife has been fitted to the pot/lift hauling attachment which is next to the net hauler head.

When netting the head rotates at 28 rpm, and when potting or lining at 88 rpm to give pulls of 1/2 or up to 3/4 ton. Recently orders have come from Cornwall and Ireland.

The pot hauler is for 1/2-ton and one-ton pulls up to line speeds of 300 ft./min. A horizontal capstan head is provided as well and this can be used for auxiliary duties such as mooring work or fish unloading.

The rope gripping surface inside the Vee plates is lined with polyurethane, which is kinder to ropes and still provides a good grip. A direct drive, low speed, high torque hydraulic motor is used.

The powerpack with electro-magnetic clutch is claimed to be unique as the pump is located inside the tank unit, also, because the twin Vee pulley wheel drive contains an electro-magnetic clutch that is pre-set and operated from the wheelhouse.

The relief valve is also inside the cast aluminium tank and is pre-set at the works to the pressure required. The unit flows up to 5.8 GPM and up to 8.5 GPM with a cooler.

This packaged unit simplifies installation as there are no links or levers with friction clutches. Fitting the pump inside the tank has reduced the amount of hosepipe work required.

Attaching rope sheaves for handling seine net ropes over the stern of the fishing vessel are the latest product. Specially the sheaves are fitted to the power block head which can be

slewed to meet the line of haul, instead of on the gunwhale where the angled hauling causes excessive rope wear.

Skipper Atchison, who invented the system, has reported that built ropes and sheaves have lasted over five months of use.

This invention is patented and the sheaves are now being made by Drum and marketed under the Cattermole name. Six further sets have been sent to Eyemouth.

CP props go in production

THE FIRM of Ulsin (UK) Ltd. has opened a new factory in Fife, Scotland, to produce its gombox/CP propellers.

The firm, which claims to be the only UK manufacturer of the combined gombox/CP propeller, line engine for their 11 ft. 2400 AGSC units for export to Germany and Norway. They will handle engines at 7,000 h.p. and run the largest of their type in the world.

The new factory will also produce a smaller version, the 600 AGSC, which will transmit 3,500 h.p.

Orders for CP propellers have been received from England, Scotland and Ireland for installation in visiting vessels — a sign that the fishing industry is regaining the confidence in place orders for new boats.

Orders have been received for over 50 Tonford steering gears during the year and Ulsin is increasing its spare stock and expanding its service department.

Sales of Sperre Marine electric propellers are also increasing as there is a guarantee of "spare to any part of the world within 48 hours."

PRODUCT NEWS



The new Simrad Skipper 701 echo sounder.

Inshore boat sounder

This is the Simrad Skipper 701 echo sounder which was displayed at the London Boat Show last month. Designed for small fishing vessels, it has a range of 17 and 40 without adjustment and power drain is minimal at 1 amp at 12v.

Skipper Anthony O'Leary of the Irish fishing boat *Bo/ha* says he is delighted with the sounder's fish detection and ground discrimination. He has used the sounder a month.

There are two models, A and B, for 0-289 and 0-546 depths respectively, and a choice of deep/shallow to actual conditions, each with basic ranges and two phase ranges.

Frequency is 50 KHz, transmitter power 100W, variable speeds for the 4 ft. paper for extra clarity or page economy.

FILLETER

THE deep-swimming groundling fish can be successfully filleted using a combination of Bader processing machines.

One of the two main Atlantic species, *Macrurus bergylli*, measuring up to 100 cm long, can be filleted by a Bader 150 machine to reveal the groundling's body. The fish is removed by adding a cut to the 150.

Two operators man the machine and groundlings are processed at a rate of 10 fish a minute and then skinned in a Bader 47. Fillets weigh about 37 per cent of the groundling's total weight.

EXPO PESCA 78

Chosen of two tours — 10 & 14 days to Florida and Expo Pesca '78 in San Juan, Puerto Rico, departing on 27th and 31st March. Cost from

£379.00

Including return flight, transfers and hotel accommodation. Escorted throughout by

GRAMPIAN FISHING TOURS

16 GEORGE STREET, PERTH

February 10, 1978

Stick out for the right deal—Tory

THE SPLASH headline "Humber ravaged" in *Fishing News*, January 27, was used in evidence by Patrick Wall MP, spokesman for the Opposition, in a Commons committee last week.

He said: "It is extremely serious that these distant water vessels, costing over £1m, are now laid up with no work and nowhere to go, and are being disposed of to

Australia, Canada and elsewhere.

"That is creating great unemployment. There is a great need to try to bring to an end these negotiations which are continuing in Brussels even as we sit here today."

"It would be better to go on with this uncertainty, get the right answer, than to end the uncertainty and get the wrong answer in a short time."

The committee was considering an order prolonging the prohibition on herring

fishing within British limits in the Celtic Sea, Bristol Channel and western English Channel as requested in the "stop-the-clock" arrangements agreed by EEC ministers in early December.

Sir John Gilmour (Con. East Fife) said the order was supported by the Herring Industry Board, but asked whether its implementation could be supervised adequately.

He understood that about eight landings of herring had

been made out of the area under the first order and that one vessel had been discharged because of lack of proper information to get a conviction, but it had landed a catch worth £58,000.

Douglas Henderson (SNP, East Aberdeenshire) said there was little point in people imagining they could apply for help to build a boat for herring fishing nowadays, unless they had a clearer picture from the Government of the size of fleet envisaged.

They must never forget that the livelihood of many depended on the availability of herring. Two factories in his constituency were kept going by temporary employment subsidy, but their basic problem was not cost of labour but cost and scarcity of raw materials.

Edward Bishop, Minister of State for Agriculture and Fisheries, said he understood the hardship caused by the closure of the herring fisheries on the west coast, but it was in the long-term interests of the British industry that such drastic steps should be taken now, before the stock disappeared completely. This will allow a valuable fishery to be re-established.

LOW-COST STAND AT CATCH '78 SHOW

SMALL firms are being offered a chance of exhibiting in a general services area at the Aberdeen Catch '78 exhibition in June at minimum cost.

The exhibition, claimed to be the largest and most international fisheries show in Western Europe, has already attracted products from as far away as Canada, the USA and Japan.

The general services area will consist of small stands of a minimum 4 sq. metres. The price of £216, inc VAT, for a stand of this size includes stand shell, name panel, ceiling and carpet.

Catch '78 is being organised by Eagle Exhibition Consultants of 110 Fleet Street, London EC4. The services area will be limited in size.

Pocket trawler



'Ranger' fund total

CONTRIBUTIONS to the Lowestoft Fishermen's Widows and Orphans Fund following the loss of the trawler *Boston Sea Ranger* have now reached £4,327, according to Peter Leighton, secretary of the Lowestoft Fishing Vessel Owners' Association.

This is in addition to the £1,000 raised at Penzance before Christmas. Donations include £58.50 from Lowestoft Salvation Army.

BOAT FOR REDCAR

SKIPPER David Baron (39) surveys his latest new boat (above) — a 4 ft. long replica of the steel 68 ft. B in. long trawler *Cassamade* he skippers out of Scarborough.

This model of post office engineer, Wally Arnold, "It's fantastic. Even the radar and navigation lights work," says David, brother of the Humber lifeboat coxswain, Brian Bayan. "There'll never be another like it and it must be worth £1,000 just on the time spent on it."

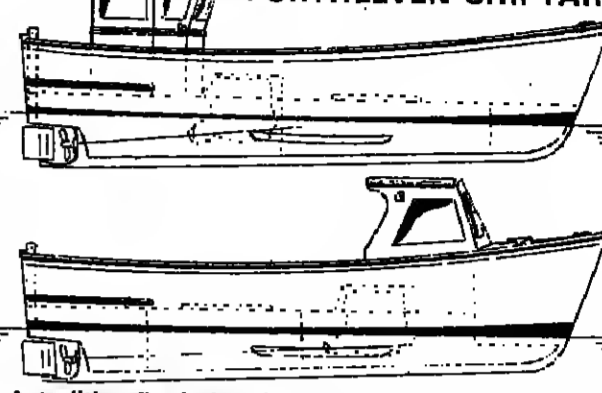
Wally Arnold (48) paid £3 for the glassfibre hull and only a few pence for the realistic deck fittings and superstructure. "I picked on *Cassamade* because she was the only boat I could get the plans for," said Mr Arnold of Tollerate, Scarborough. "The navy have given me the plans of a corvette and that's my next job."

There is also a radio-controlled twin of the keel boat for use in competitions on Scarborough's Mars.

MEETING AND SHOW ON FROZEN FOODS

OVER 16 countries will be markets, distribution taking part in the Inter-storage, advancement and national Frozen Food research. Frozen food in Conference to be held at industry leaders will be speaking the Royal Lancaster including Kenneth Webb, of Bird's Eye and Sir Alex. In conjunction with the conference there is an exhibit.

AQ 27 (LOA 27ft., beam 10ft., draft 3ft.) AQ 29 (LOA 29ft. 6ins., beam 10ft. 6ins., draft 3ft.) FISHING BOAT/WORKING BOAT NOW BEING BUILT AT PORTHLEVEN SHIPYARD



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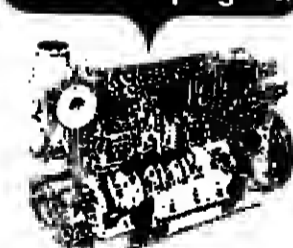
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Another survival suit

A SURVIVAL suit is now being manufactured and marketed by the Norwegian firm of Helly-Hansen A/S of Moss. The manufacturers say that in similar conditions the suit maintains normal body temperature for several hours.

Mooring light is automatic

AN AUTOMATIC anchor light which switches on at dusk and off at dawn is now available for small boats.

The device ensures that the position of a moored vessel can easily be seen and so cuts the danger of being run-down at night.

The light incorporates a photo-electric cell and needs no day-to-day attention. It can be powered by the craft's own supply or batteries and is

available in 8, 12 and 24 volts. The light is protected against incorrect polarity connection and is sealed. Fixing is by two screws into the masthead or other suitable spots.

The light, known as T6/3, is available from chandlers at £15.38, or post free from the manufacturers: Bideford Electronics Ltd., Kingsley Road, Bideford, Devon, EX39 2LG. Telephone Bideford (023 72) 2486.

HAULERS BACK ON THE MARKET

PART OF THE range of haulers once manufactured by Cattarmarine are back on the market.

The firm of Drum Engineering of Bradford, West Yorkshire, took over Cattarmarine interests one year ago and has now developed these units in a range of products aimed mainly at shellfishermen.

Drum is engaged in supplying and installing hydraulic powerpacks worldwide. The firm's range of products now

includes: The Cattarmarine nat/pot hauler which has been used with success when hauling crayfish nets off Cornwall and Ireland. Drum has strengthened the hauler structure so that the hauling head is now supported between two roller bearings — one on either side.

The feature of direct drive from a high-torque and low speed hydraulic motor to eliminate gearing has been retained and so, also, has the use of polyurethane to cover the hauling wheels.

This material has excellent grip, together with much more wear resistance than rubber. A rope ejection knife has been fitted to the pot/lift hauling attachment which is next to the net hauler head.

When netting the head rotates at 28 rpm, and when potting or lining at 88 rpm to give pulls of 1 or up to 1/2 ton. Recently orders have come from Cornwall and Ireland.

The pot hauler is for 1-ton and one-ton pulls up to line speeds of 300 ft./min. A horizontal capstan head is provided as well and this can be used for auxiliary duties such as mooring work or fish unloading.

The rope gripping surface inside the Vee plates is lined with polyurethane, which is kinder to ropes and still provides a good grip. A direct drive, low speed, high torque hydraulic motor is used.

The powerpack with electro-magnetic clutch is claimed to be unique as the pump is located inside the tank and, also, because the twin Vee pulley wheel drive contains an electro-magnetic clutch that is pre-set at the works to the pressure required. The unit flows up to 6.5 GPM and up to 8.5 GPM with a cooler.

This packaged unit simplifies installation as there are no links or levers with friction clutches. Fitting the pump inside the tank has reduced the amount of hosepipe work required.

The amplifier is driven by a power supply unit which is located near the television or, in a communal system where the antenna feeds a number of receivers, near to the distribution amplifier.

The power supply unit has a sensitivity control which enables the performance of the antenna to be adjusted.

This is needed because ships far out to sea require very strong TV signals while in port where high signal strength the exact they need a very much reduced level.

TV AT SEA

AERANAMICS Electronics Ltd. of Peterhead, Scotland, is now marketing the International Seahawk marine television antenna.

The Seahawk is claimed to operate anywhere in the world where TV reception is available.

Unlike normal TV antennas which have to be pointed towards the transmitting station, the International Seahawk is multi-directional. When fitted to a ship's mast, it

will receive transmissions no matter how many times a vessel changes course.

It is made from PVC and has a filling of high-density polyurethane foam incorporating a built-in high gain signal amplifier.

The amplifier is driven by a power supply unit which is located near the television or, in a communal system where the antenna feeds a number of receivers, near to the distribution amplifier.

The power supply unit has a sensitivity control which enables the performance of the antenna to be adjusted.

This is needed because ships far out to sea require very strong TV signals while in port where high signal strength the exact they need a very much reduced level.

Another survival suit

A SURVIVAL suit is now being manufactured and marketed by the Norwegian firm of Helly-Hansen A/S of Moss.

The Helly-Hansen D-800 suit meets the standards set by the Norwegian Maritime Directorate.

These stipulate that a person must be able to remain in water at 0 deg. C., wearing only winter underwear beneath a survival suit, without the body temperature dropping more than 1 deg. C. in one hour.

The manufacturers say that in similar conditions the suit maintains normal body temperature for around nine hours. It is insulated by a polymer-coated synthetic outer coating and foam lining. Between these two layers is a section of metallised foil which acts as a thermal reflector to prevent loss of body heat.

The suit's buoyancy system consists mainly of soft synthetic, closed-cell foam built into the lining. All outer fabrics are well-protected, self-extinguishing and resistant to fats.

PRODUCT NEWS



The new Simrod Skipper 701 echo sounder.

Inshore boat sounder

This is the Simrod Skipper 701 echo sounder which was displayed at the London Boat Show last month. Designed for small fishing vessels, it is priced at £420. It will run off any voltage between 11 and 40V without adjustment and power drain is minimal 1/2 amp at 12V.

Skipper Anthony Gledy of the Irish fishing boat *Ros Bahne* says he is delighted with the sounder's fish detection and ground discrimination. He has used the sounder on meekers.

There are two models, A and B, for 0-250 and 0-500m depths respectively, and a choice of depth/shallow to suit local conditions, each with two basic ranges and two phased ranges.

Frequency is 50 KHz, transmitter power 100W, and variable speeds for the 4 in. paper for extra clarity or paper economy.

FILLETER

THE deep-swimming grenadier fish can be successfully filleted using a combination of Beeder processing machines.

One of the two male Atlantic species, *Macrurus berglax*, measuring up to one metre long, can be filleted by a Beeder 180 adapted to receive the grenadier's long body. The tail is removed by adding a cutter to the 180.

Two operators man the machines and grenadiers are processed heads on at up to 40 fish a minute and then skinned in a Beeder 47. Fillets weigh about 37 per cent of the grenadier's total weight.

CP props go in production

THE FIRM of Usteln (UK) Ltd. has opened a new factory at Piffa, Scotland, to produce its gearbox/CP propellers.

The firm, which claims to be the only UK manufacturer of the combined gearbox/CP propeller, has orders for three of its giant 2400 AGSC units for export to Germany and Norway. They will handle engines at 7,500 bhp, and are the largest of their type in the world.

The new factory will also produce a smaller version, the 800 AGSC, which will transmit 3,500 bhp.

Orders for CP propellers have been received from England, Scotland and Ireland for installation in visiting vessels — a sign that the fishing industry is regaining the confidence to place orders for new boats.

Orders have been received for over 50 Tenford steering gears during the year and Usteln is increasing its spare stock and expanding its service department.

Sales of Sperry Marine air-starting compressors are also increasing as there is a guarantee of "spare to any part of the world within 48 hours."

Stick out for the right deal—Tory

THE SPLASH headline "Humber ravaged" in *Fishing News*, January 27, was used in evidence by Patrick Wall MP, spokesman for the Opposition, in a Commons committee last week.

He said: "It is extremely serious that those distant water vessels, costing over £1m, are now laid up with no work and nowhere to go, and are being disposed of to

Australia, Canada and elsewhere.

"I'm creating great unemployment. There is a great need to try to bring to an end these negotiations which are continuing in Brussels even as we sit here today."

"It would be better to go on with this uncertainty, get the uncertainty and get the wrong answer in a short time."

The committee was considering an order prolonging the prohibition on herring

fishing within British limits in the Celtic Sea, Bristol Channel and western English Channel as requested in the "stop-the-clock" arrangements agreed by EEC ministers in early December.

Sir John Gilmour (Con. East Fife) said the order was supported by the Herring Industry Board, but asked whether its implementation could be supervised adequately.

He understood that about eight landings of herring had

been made out of the area under the first order and that the vessel had been discharged because of lack of proper information to get a conviction, but it had landed a catch worth £58,000.

Douglas Henderson (SNP, East Aberdeenshire) said there was little point in people imagining they could apply for help to build a boat for herring fishing nowadays, unless they had a clearer picture from the Government of the size of fleet envisaged.

They must never forget that the livelihood of many depended on the availability of herring. Two factories in his constituency were kept going by temporary employment, but their basic problem was not cost of labour but cost and scarcity of raw materials.

Edward Bishop, Minister of State for Agriculture and Fisheries, said he understood the hardship caused by the closure of the herring fisheries on the west coast, but it was in the long-term interests of the British industry that such drastic steps should be taken now, before the stock disappeared completely. "This will allow a valuable fishery to be re-established."

Pocket trawler



'Ranger' fund total

CONTRIBUTIONS to the Lowestoft Fishermen's Widows and Orphans Fund following the loss of the trawler *Boston Sea Ranger* have now reached £4,321, according to Peter Leighton, secretary of the Lowestoft Fishing Vessel Owners' Association.

This is in addition to the £2,000 raised at Penance before Christmas. Donations include £58.50 from Lowestoft Salvation Army.

BOAT FOR REDCAR

NEARING completion at the Harbourside Boatyard at Amble, Northumberland, is a 38 ft. long wooden inshore trawler for Redcar owner.

The boat is powered by a 60-hp diesel and has a beam of 15 ft. She will operate from Hartlepool.

SKIPPER David Boron (30) surveys his latest new boat (above) — a 4 ft. long replica of the steel 58 ft. 8 in. long trawler *Cassamanda* he skips out of Scarborough.

The model of *Cassamanda* took two years to make in the 'boatyard' of post office engineer, Wally Arnold. "It's fantastic. Even the radar and navigation lights work," says David, brother of the Humber lifeboat coxswain, Brian Bevan. "There'll never be another like it and it must be worth £1,000 just on the time spent on it."

Wally Arnold (48) paid £3 for the glassfibre hull and only a few pence for the realistic deck fittings and superstructures. "I picked on *Cassamanda* because she was the only boat I could get the plans for," said Mr Arnold of Tollerate, Scarborough. "The navy have given me the plans of a corvette and that's my next job."

There is also a radio-controlled twin of the keel boat for use in competitions on Scarborough's Mere.

MEETING AND SHOW ON FROZEN FOODS

OVER 16 countries will be taking part in the International Frozen Food Conference to be held at the Royal Lancaster Hotel from June 26 to 28.

The conference will cover fisheries and the conservation of energy and natural resources, as well as dealing with advances in freezing and technology.

The first two days of the conference will be spent reviewing world wide

markets, distribution, storage, advancement and research. Frozen food industry leaders will be speaking including Kenneth Webb of Birds Eye and Sir Alex Alexander of Imperial Foods.

The final day of the conference will include ten half-day workshops, tackling issues such as new markets, waste and the limits of the industry.

Flax will play an important part in the discussion as many of the firms attending

the conference process frozen fish.

These include: Birds Eye, Freshwater Seafoods, North Well Fish and Roe Foods. In conjunction with the conference there is an exhibition being held at Olympia from June 26 to 29.

The fee for the three-day conference is £225, plus £18 VAT inclusive of luncheons. Applications should be made to Food Forum, 2 Harewood Place, London W1R 9BT. Telephone: 01-992 8817.

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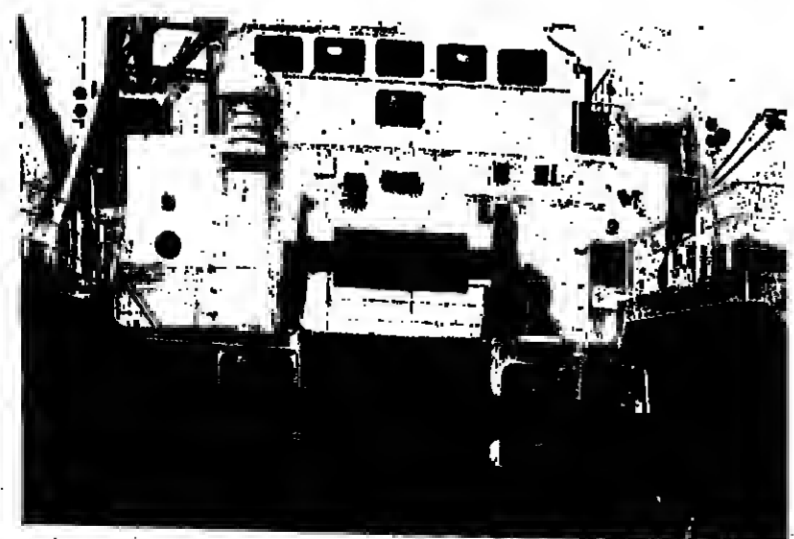
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